


2014-138-J
283065

South Carolina Department of Public Safety, State Transport Police

	USDOT# 2491349		Legal: DIAMOND TRANSPORTATION II SC LLC	
	Operating (DBA):			
MC/MX #: 862842		State #:		Federal Tax ID:
Review Type: Safety Audit – New Entrant		Location of Review/Audit: Company Facility in the U.S.		
Scope: Entire Operation		Territory:		
Operation Types		Interstate	Intrastate	
Carrier:	Non-HM	N/A		
Shipper:	N/A	N/A		
Cargo Tank:	N/A			
Business: Corporation		Gross Revenue: \$23900		
		for year ending: 9/30/2014		
Company Physical Address:				
18 HUNTER ROAD SUITE 3 HILTON HEAD ISLAND, SC 29926, UNITED STATES				
Contact Name: David M. Boucher				
Phone numbers: (1) 8432472156		(2) 6107149578		Fax 8436812881
E-Mail Address: janine@diamond-transportation.net				
Company Mailing Address:				
18 HUNTER ROAD SUITE 3 HILTON HEAD ISLAND, SC 29926, UNITED STATES				
Carrier Classification				
Authorized for Hire				
Cargo Classification				
Passengers				
Does carrier transport placardable quantities of HM? No				
Is an HM Permit required? No				
Driver Information				
	Inter	Intra	Average trip leased drivers/month: 0	
< 100 Miles:	1	0	Total Drivers: 1	
>= 100 Miles:	0	0	CDL Drivers: 1	
Equipment				
	Owned	Term Leased	Trip Leased	
Motor Coach	1	0	0	
Power units used in the U.S.: 1				
Percentage of time used in the U.S.: 100				





DIAMOND TRANSPORTATION II SC LLC
USDOT#: 2491349

Review Date:
10/15/2014

Part A

QUESTIONS regarding this report or the Federal Motor Carrier or Hazardous Materials rules may be addressed to the Office of Motor Carrier at:

South Carolina State Transport Police/ Motor Carrier Compliance Unit
10311 Wilson Blvd, Bldg D-2 / PO Box 1993
Blythewood, SC 29016

This SAFETY AUDIT will be used to assess your safety compliance.

Person(s) Interviewed:

Name: David M. Boucher

Title: Owner

Name: Janine Brower

Title: General Manager





DIAMOND TRANSPORTATION II SC LLC
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10/15/2014

Part B - Questions and Answers

An asterisk (*) beside an answer indicates an area of non-compliance by the motor carrier, and negatively affects the results of the audit.

Question General # 1 Section # 387.7(a) Acute

Does the carrier have the required minimum level of financial responsibility in effect (property carrier)?

Answer
N/A

Question General # 2 Section # 387.7(d) Critical

Does the carrier have required proof of financial responsibility (property carrier)?

Answer
N/A

Question General # 3 Section # 387.31(a) Acute

Does the carrier have the required minimum level of financial responsibility in effect (passenger carrier)?

Answer
Yes

Question General # 4 Section # 387.31(d) Critical

Does the carrier have required proof of financial responsibility (passenger carrier)?

Answer
Yes

Question General # 5 Section # 13901 (392.9a(a)(1))

Is the motor carrier authorized to conduct interstate operations in the United States?

Answer
Yes

Question General # 6 Section # 390.15(b)(1)

Can the carrier provide a complete accident register of recordable accidents?

Answer
N/A

Question General # 7 Section # 390.15(b)(2) Critical

Does the carrier have copies of all accident reports required by States or other government entities or insurers?

Answer
N/A

Question General # 8 Section # 390.3(e)

Is the carrier knowledgeable of the FMCSRs/HMRs?

Answer
Yes

Question General # 9 Section # 390.21

Does the carrier know the commercial motor vehicles marking requirements?

Answer
Yes

Question Driver # 1 Section # 391.51(a) Critical

Does the carrier maintain driver qualification files?

Answer
No *

Additional Documents Required

Driver qualification files; Up to three (3) files which include newly hired drivers if applicable.

Comments

Driver - Frank Herbert III - Trip DATE - 10/3/2014 - DQ file missing previous employer driver safety performance history.

Question Driver # 2 Section # 391.11(b)(4) Acute

Is the carrier using physically qualified drivers?

Answer
Yes

Question Driver # 3 Section # 391.45(a), 391.45(b) Critical

Is the carrier using a driver without a medical certificate or with an expired medical certificate?

Answer
No



Question Driver # 4 Section # 391.15(a) Acute Is the carrier using any disqualified drivers?	Answer No
Question Driver # 5 Section # 391.51(b)(2) Critical Does the carrier maintain driving inquiry data in driver qualification files?	Answer Yes
Question Driver # 6 Section # 382.115(a), 382.115(b) Acute Has the carrier implemented an alcohol and/or controlled substances testing program?	Answer Yes
Question Driver # 7 Section # 382.213(b) Acute Has the carrier used drivers who have used controlled substances?	Answer No
Question Driver # 8 Section # 382.215 Acute Has the carrier used a driver who has tested positive for a controlled substance?	Answer No
Question Driver # 9 Section # 382.201 Acute Has the carrier used a driver known to have an alcohol concentration of 0.04 or greater?	Answer No
Question Driver # 10 Section # 382.505(a) Acute Has the carrier used a driver found to have an alcohol concentration of .02 or greater but less than .04 within 24 hours of being tested?	Answer No
Question Driver # 11 Section # 382.301(a) Critical Has the carrier ensured that drivers have undergone testing for controlled substances prior to performing a safety sensitive function?	Answer Yes
Question Driver # 12 Section # 382.303(a) Critical Has the carrier conducted post accident testing on drivers for alcohol?	Answer N/A
Question Driver # 13 Section # 382.303(b) Critical Has the carrier conducted post accident testing on drivers for controlled substances?	Answer N/A
Question Driver # 14 Section # 382.305 Acute Has the carrier implemented random testing program?	Answer Yes
Question Driver # 15 Section # 382.305(b)(1) Critical Has the carrier conducted random alcohol testing at an annual rate of not less than the applicable annual rate or prorated rate of the average number of driver positions?	Answer N/A
Question Driver # 16 Section # 382.305(b)(2) Critical Has the carrier conducted controlled substance testing at the applicable prorated rate of not less than the applicable annual rate of the average number of driver positions?	Answer N/A
Question Driver # 17 Section # 40.305(a) Has the carrier conducted the required return-to-duty tests on employees returning to safety-sensitive functions?	Answer N/A
Question Driver # 18 Section # 40.309(a) Is the carrier conducting follow-up testing as directed by the Substance Abuse Professional?	Answer N/A



Question Driver # 19 Section # 382.211 Acute Has the carrier used a driver who has refused to submit to an alcohol or controlled substances test required under Part 382?	Answer N/A
Question Driver # 20 Section # 382.503 Critical Has the carrier used a Substance Abuse Professional as required by 49 CFR Part 40 Subpart O?	Answer N/A
Question Driver # 21 Section # 383.23(a) Critical Has a driver operated a commercial motor vehicle without a current operating license, or a license, which hasn't been properly classed and endorsed?	Answer No
Question Driver # 22 Section # 383.37(a) Acute Has the motor carrier knowingly allowed it's drivers who's CDLs have been suspended, revoked or canceled by a state, have lost the right to operate a CMV in a State, or have been disqualified from operating a CMV to operate a commercial motor vehicle?	Answer No
Question Driver # 23 Section # 383.51(a) Acute Has the motor carrier knowingly allowed, required, permitted, or authorized a driver to drive who is disqualified to drive a commercial motor vehicle?	Answer No
Question Operations # 1 Section # 395.1(e)(1), 395.1(e)(2) Does the carrier have a system for recording hours of duty status on 100/150- mile radius drivers, and are they properly utilizing the 100/150 air-mile radius exemption?	Answer Yes
Question Operations # 2 Section # 395.8(a) Critical Does the carrier require drivers to make a record of duty status?	Answer N/A
Question Operations # 3 Section # 395.8(i) Critical Does the carrier require drivers to submit records of duty status within 13 days?	Answer N/A
Question Operations # 4 Section # 395.8(k)(1) Critical Can the carrier produce records of duty status and supporting documents for selected drivers?	Answer N/A
Question Operations # 5 Section # 395.3(a)(1) Critical Has the carrier allowed driver(s) to exceed the 11-hour rule? (Property)	Answer N/A
Question Operations # 6 Section # 395.3(a)(2) Critical Has the carrier allowed driver(s) to exceed the 14-hour rule? (Property)	Answer N/A
Question Operations # 7 Section # 395.3(b)(1) Critical Has the carrier allowed driver(s) to drive after having been on duty more than 60 hours in 7 consecutive days? (Property)	Answer N/A
Question Operations # 8 Section # 395.3(b)(2) Critical Has the carrier allowed driver(s) to drive after having been on duty more than 70 hours in 8 consecutive days? (Property)	Answer N/A
Question Operations # 9 Section # 395.5(a)(1) Critical Has the carrier allowed driver(s) to exceed the 10 hour rule? (Passenger)	Answer No
Question Operations # 10 Section # 395.5(a)(2) Critical Has the carrier allowed driver(s) to exceed the 15 hour rule? (Passenger)	Answer No



Question Operations # 11 Section # 395.5(b)(1) Critical Has the carrier allowed driver(s) to drive after having been on duty more than 60 hours in 7 consecutive days? (Passenger)	Answer N/A
Question Operations # 12 Section # 395.5(b)(2) Critical Has the carrier allowed driver(s) to drive after having been on duty more than 70 hours in 8 consecutive days? (Passenger)	Answer No
Question Operations # 13 Section # 395.8(e) Critical Does available evidence indicate a selected driver has prepared a false record of duty status?	Answer N/A
Question Operations # 14 Section # 392.2 Critical Does the motor carrier ensure that drivers operate commercial motor vehicles in accordance with the laws, ordinances, and regulations of the jurisdictions in which they are operating?	Answer Yes
Question Operations # 15 Section # 392.9(a)(1) Critical Does the carrier ensure that drivers are not permitted to drive a vehicle without the cargo properly distributed and adequately secured?	Answer N/A
Question Operations # 16 Section # 392.4(b) Acute Have any drivers operated a commercial motor vehicle while under the influence of, or in possession of, narcotic drugs, amphetamines, or any other substances capable of rendering the drivers incapable of safely operating motor vehicles?	Answer No
Question Operations # 17 Section # 392.5(b)(1) Acute Have any drivers operated a commercial motor vehicle while under the influence of, or in possession of, intoxicating beverages?	Answer No
Question Operations # 18 Section # 392.5(b)(2) Acute Have any drivers operated a commercial motor vehicle within 4 hours of having consumed intoxicating beverages?	Answer No
Question Maintenance # 1 Section # 396.3(b) Critical Can the carrier produce maintenance files for requested vehicle(s)?	Answer Yes
Question Maintenance # 2 Section # 396.17(a) Critical Can the motor carrier produce evidence of periodic (annual) inspections for selected vehicles?	Answer Yes
Question Maintenance # 3 Section # 396.11(a) Critical Does the motor carrier require drivers to complete vehicle inspection reports daily?	Answer N/A
Question Maintenance # 4 Section # 396.11(c) Acute Does the carrier ensure that out-of-service defects listed by the driver in the driver vehicle inspection reports are corrected before the vehicle is operated again?	Answer N/A
Question Maintenance # 5 Section # 396.9(c)(2) Acute Does the carrier ensure vehicles that have been declared "out-of-service" do not operate before repairs have been made?	Answer N/A
Question Maintenance # 6 Section # 396.19 Is the carrier using qualified inspectors (mechanic) and maintaining evidence of the inspector's qualifications?	Answer Yes
Question Maintenance # 7 Section # 396.3 Can the carrier explain its systematic, periodic maintenance program?	Answer Yes



Question Other # 1 Section # 375.211 Does the carrier participate in an Arbitration Program?	Answer N/A
Question Other # 2 Section # 13702.0 Does the carrier assess shipper freight charges based upon published tariffs?	Answer N/A
Question Other # 3 Section # 375.401(c) Does the carrier provide reasonably accurate estimates of moving charges?	Answer N/A
Question Other # 4 Section # 375.407(a), 375.703(b) Has the carrier avoided "hostage freight" or other predatory practices?	Answer N/A
Question Other # 5 Section # 387.301(a), 387.301(b) Does the HHG carrier have sufficient levels of public liability and cargo insurance?	Answer N/A
Question Other # 6 Section # 375.215 Does the carrier have a published tariff and is the motor carrier changing the applicable rate (375.215).	Answer N/A
Question Other # 7 Section # 375.213 Can the motor carrier identify the five documents required to be given to a prospective individual shipper prior to executing an order for service?	Answer N/A
Question Other # 8 Section # 49 CFR 37 subpart H Does the carrier have the means to provide accessible over-the-road bus (OTRB) service on a 48-hour advance notice basis by its owned or leased OTRBs?	Answer N/A
Question Other # 9 Section # 49 CFR 37 subpart H If the carrier does not have the means then does the carrier have an arrangement with another carrier that operates accessible OTRBs?	Answer N/A

Note: No Hazardous Materials questions were asked because the carrier does not carry Hazardous Materials in Interstate Commerce.





DIAMOND TRANSPORTATION II SC LLC
USDOT#: 2491349

Review Date:
10/15/2014

Part B

Your Proposed Safety Audit Result is: **PASS**

Explanation of Scoring Methodology

Factor	Failed Questions		Performance Test Status	Total Points	Factor Status
	Critical	Acute			
1. General	0	0	—	0	PASS
2. Driver	1	0	—	1	PASS
3. Operations	0	0	—	0	PASS
4. Maintenance	0	0	PASS — 0.00 %	0	PASS
5. Hazardous Materials	—	—	—	—	—
6. Accidents	—	—	PASS — 0.00	—	PASS
SUM	1	0		1	PASS

Result: Carrier has adequate basic safety management controls in place.

NOTE: Carrier has the right to request a review of this determination if there are factual or procedural disputes.

HOW THE SA IS SCORED

FACTORS - The Federal Motor Carrier Safety and Federal Hazardous Material Regulations are categorized into six factors. Multiple questions address the various factors. The Part B Question & Answer Report lists the CFR section numbers related to each question.

CRITICAL/ACUTE - Questions are also defined as CRITICAL, ACUTE or neither depending on the significance of the underlying regulation. Questions are assigned a point value if they are incorrectly answered. Critical = 1 and Acute = 1.5. The point values are summed for each factor. Any factor with a point value of 3 or more is marked "FAILED".

OUT OF SERVICE (OOS) RATE - The Driver/Vehicle OOS rate is used in factor #4 as another question. If there have been more than three level 1, 2, or 5 North American Standard Inspections conducted over the past year, they will be summarized. If the summed OOS rate is over 34%, one additional point is assigned to that factor.

CRASH FACTOR - Carriers are defined as urban or non-urban in order to compensate for the higher crash risk of urban operations. Urban carriers are defined as those that operate within a 100 air-mile radius. The crash rate for a carrier is calculated as accidents per million miles traveled. Factor #6 is "FAILED" if the urban carrier crash rate exceeds 1.7 or the non-urban carrier crash rate exceeds 1.5.

OVERALL STATUS DETERMINATION - Any carrier with 3 or more "FAILED" factors is deemed to have failed the Safety Audit by having inadequate safety management controls in place to operate in the U.S.





Part B Requirements and/or Recommendations

1. Review the circumstances under which a CDL is required. CDL and drug testing rules apply to both interstate and intrastate commerce.
2. Ensure that drivers provide a 10-year employment history on their employment application.
3. Ensure that all drivers are fully and properly qualified before operating in interstate commerce. Maintain a complete file as required for each driver, documenting the qualification process.
4. Maintain all required controlled substance testing records including yearly summaries, quarterly summaries, test information, test results, records of training etc., as required by 49 CFR Parts 40 and 382 of the FMCSR.
5. Ensure that all documents supporting records of duty status (such as toll, fuel repair and other on-the-road expense receipts, as well as invoices, bills of lading, dispatch records, etc.) are kept on file for at least 6 months.
6. Obtain from any driver used for the first time (or intermittently) a signed statement showing the total time on-duty during the preceding seven (7) days and the time at which the driver was last relieved from duty.
7. If you want some drivers to use the 100 air-mile radius exemption, make sure that the drivers meet all terms of the exemption, including being released from duty no more than 12 hours from when they report for duty. Logs must be prepared if a driver does not meet the 12 hour requirement.
8. Toll receipts and other on-the-road expense receipts, invoices, bills of lading, dispatch records, and other "supporting document" must be kept on file for six (6) months. This requirement also applies to records generated by the use of owner-operators. You may keep legible photocopies in lieu of originals.
9. Keep all driver vehicle inspection reports, signed, certified, and reviewed as required on file for at least 90 days.
10. Notice: On April 28, 2003, the FMCSA published a final rule revising the hours-of-service regulations for commercial motor vehicle drivers. Under the new rule, drivers may drive 11 hours after 10 consecutive hours off-duty, but may not drive beyond the 14th hour after coming on-duty. Similar to existing rules, drivers may not drive after being on-duty for 60 hours in a seven-consecutive-day period or 70 hours in an eight-consecutive-day period. This on-duty cycle may be restarted whenever a driver takes at least 34 consecutive hours off-duty. Short-haul truck drivers, who routinely return to their place of dispatch after each duty tour and then are released from duty, may have an increased on-duty period of 16 hours once during any seven consecutive day period.

Passenger-carrying motor carriers and drivers are not subject to the new maximum driving limits. For more information on these regulations, please access the FMCSA website at www.fmcsa.dot.gov.
11. A complete Educational and Technical Assistance package entitled "A MOTOR CARRIER'S GUIDE TO IMPROVING HIGHWAY SAFETY" is available free on the FMCSA website to assist you in complying with the safety regulations. It contains many forms and documents useful for improving the safety of your operations. Check: www.fmcsa.dot.gov/factsfigs/eta/index.html.
12. For questions about DOT numbers or biennial updates: 800-832-5660 or 703-280-4001
For questions about licensing, authority or MC numbers: 202-366-9805
For questions about insurance: 202-385-2423
For household goods complaints: 888-DOT-SAFT (888-368-7238)
13. Conduct periodic internal reviews of your driver qualification, hours of service control, maintenance, accident analysis/reporting, training, and other safety systems to ensure continued compliance with the FMCSR.



14. General: SMS website

You are encouraged to review your company's safety record at the following website: <http://ai.fmcsa.dot.gov/sms>. You will need to use your PIN number that has been provided by FMCSA. Also visit <https://portal.fmcsa.dot.gov> which provides real time data and the opportunity to review your safety data. Registration and access is free.

15.

Part 391.23(m)(1) The motor carrier must obtain an original or copy of the medical examiner's certificate issued in accordance with § 391.43, and any medical variance on which the certification is based, and, beginning on or after May 21, 2014, verify the driver was certified by a medical examiner listed on the National Registry of Certified Medical Examiners as of the date of issuance of the medical examiner's certificate, and place the records in the driver qualification file, before allowing the driver to operate a CMV.





DIAMOND TRANSPORTATION II SC LLC
USDOT#: 2491349

Review Date:
10/15/2014

Part C

Corporate Contact: David M. Boucher
Corporate Contact Title: Owner

Special Study Information:

Remarks:

REASON FOR SAFETY AUDIT:

This safety audit was conducted as a result of the carrier being identified on the MCMIS new entrant safety audit list. This company has had no prior safety audits. Carrier entered the new entrant safety audit program on 4/3/2014. This audit was started on 10/14/2014.

CARRIER'S OPERATION DESCRIPTION:

Diamond Transportation II SC LLC, US DOT # 2491349 is an authorized for hire carrier that transports passengers in interstate commerce. The carrier's principal place of business and mailing address is 18 Hunter Road Suite 3, Hilton Head, SC where all of the carrier's documents are maintained. David M. Boucher is the owner and is responsible for the day to day operations of this carrier. This safety audit was conducted at the carrier's principal place of business.

The carrier's gross income as of September 3, 2014 was \$23,900.00(USD). The fleet mileage for the past 7 months was 2,505 miles. The carrier's Federal Tax Identification Number is his carrier operates with 1 CMV (29 passenger bus) with a GVWR less than 26,001 pounds and 1 CDL) driver.

PRE-INVESTIGATION/CDLIS CHECK:

The carrier profile was downloaded on October 13, 2014. A SCDMV check was preformed as required by FMCSA policy prior to the safety audit and it revealed that Frank Herbert III has a valid CDL. CSA was checked to verify the carrier's on-road safety performance in the safety measurement system. L&I was check to verify the carrier's level of financial responsibility. The carrier's compliance with UCR and COC (For intrastate authority) requirements were verified. Pre audit questionnaire was sent and information was not requested. Driver - Frank Herbert III - DOB - ME License # - 1652 SC - National Registry # of Issuance - 10/14/2014 - Results - Verified.

INVESTIGATION:

Part 387 - L&I revealed that carrier has \$5,000,000.00 in financial responsibility. He also has a valid copy of the MCS-90 on file.

Part 390 - The carrier has not been involved in a recordable accident since receiving its USDOT number. However, I explained the circumstances that require an accident register and copies of the accident reports to be maintained. We also discussed post accident alcohol and controlled substances testing requirements outlined in Part 382.303. The carrier was given a copy of the accident register form from the ETA packet.

Part 391 - The carrier's DQ file was incomplete. DQ file missing previous employer driver history. Carrier was given all of the forms that are required in the DQ file. The other documents and forms were completed within the time frame required. Frank Herbert III had a valid medical certificate in his DQ file. We discussed Part 391.1 with special emphasis on Part 391.1 (a). We also discussed the requirements of Part 391.51 to include the forms and documents that are required in the DQ file and when those documents are to be completed. We also discussed Part 391.23 to include the good faith provision outlined in Part 391.23(c) (1). Mrs. Brower was also reminded of the annual investigative requirements. The retention period of the DQ file to include those documents that can be removed from the DQ file after 3 years were also discussed.



Part 382 -The carrier has implemented an alcohol and /or controlled substances testing program. The COC form, test results, certificate of enrollment and random pool enrollment roster are on file. Mrs. Brower and I discussed the requirements of Part 382.301 (Pre-employment testing) and Part 382.305 (Random testing). We also discussed Part 382.507 (Penalties for violating this part of the FMCSR) and the records retention requirements outlined in Part 382.401.

Part 395 - Mr. Boucher is maintaining time cards. He currently operates with-in a 100 air mile radius for all of his trips. Mrs. Brower and I discussed the records of duty status requirements for all situations. Time was spent discussing Part 395 with emphasis on Part 395.1(a) (1) and Part 395.1(e). We also reviewed the hours of service rules outlined in Part 395.3. Additionally, we reviewed the requirements of Part 395.8 along with emphasizing the possible penalties for violating this part of the FMCSR outlined in Part 395.8(e). The retention period of RODs along with supporting documents were also discussed. Form and manner requirements were also emphasized.

Part 396 - The carrier has a maintenance folder for his bus with the required identification information listed. Carrier's vehicle had a current annual vehicle inspection. There were no violations listed on the carrier's profile. We discussed the requirements of this part of the FMCSR to include the records keeping requirements. Driver was doing DVIRS.

DOCUMENTS PROVIDED TO THE CARRIER:

The carrier was given a tour of the FMCSA's web site. I demonstrated how to access information from the ETA packet and the FMCSR. Mrs. Brower was given a copy of CDL 18 and was instructed that the CDL Drug Testing Act requires all employers to report to the SCDMV within three business days if an employee or applicant refuses to submit to, test positive for or submits an altered controlled substances and/or alcohol test. The carrier was also given a tour of CSA web site and a copy of the CSA information flyer "Just the facts" and "Best Practices for DOT Random Drug and Alcohol Testing" brochures. The carrier was also given copies of documents and forms from the ETA packet.

CONCLUSION:

Mrs. Brower and I discussed each pertinent part of the FMCSR sequence-by-sequence. She was reminded of all record-keeping requirements. Additional time was taken in order to explain detailed portions of the FMCSR to include those areas where violations were discovered. Mr. Brower was very cooperative and displayed a sincere interest in complying with the FMCSR.

The carrier's overall safety audit result was passed. The crash rate was 0 per million miles. The OOS rate could not be calculated because there was no level 1 or level 2 vehicle safety inspections on the carrier's profile. A level 5 vehicle safety inspection was conducted at the carrier's principal place of business. Mrs. Brower took notes and asked several questions in reference to CSA and hours of service. At the conclusion of the safety audit, I asked Mrs. Brower if she had any additional questions. Her answer was no.

All carrier documents reviewed during this safety audit were obtained from Janine Brower, General Manager.

A copy of the Safety Audit was given to David M. Boucher, telephone number 843-247-2156, on 10/15/2014.

Terry W. Harvey
Safety Auditor
SC0036

Upload Authorized:	<input checked="" type="radio"/> Yes	<input type="radio"/> No
Authorized by:	<i>[Signature]</i>	Date: <i>10/20/14</i>
Uploaded:	<input checked="" type="radio"/> Yes	<input type="radio"/> No
Verified by:	<i>MBY</i>	Failure Code:
		Date: <i>10/21/14</i>

